

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7. **(Canceled)**

8. **(Currently amended)** In a valve for a high-pressure pump of a fuel injection system for an internal combustion engine, the valve having

a valve member which cooperates with a valve seat formed in a housing part on which valve seat the valve member rests when the valve is closed in order to close a bore through the housing part,

the valve seat having an at least approximately conical seat face which is located at a transition of the bore from a portion of small diameter to a portion of large diameter,

the conical seat face being formed as a section of a cone having a first cone angle forming an acute angle with the longitudinal axis of the bore, the improvement

wherein the conical seat face, on its side oriented toward the portion of large diameter, is adjoined by ~~at least one face which forms a larger acute angle with the longitudinal axis of the bore than the seat face~~ a first conical surface formed as a section of a cone having a second cone angle which is larger than said first cone angle,

wherein the conical seat face, on its side oriented toward the portion of small diameter, is adjoined by ~~at least one face which forms a smaller acute angle with the~~

~~longitudinal axis of the bore than the seat face~~ a second conical surface formed as a section of a cone having a third cone angle which is smaller than said first cone angle,

wherein the first conical surface face, ~~adjoining the seat face toward the portion of the bore having the large diameter,~~ is adjoined by at least one further face which forms a larger acute angle with the longitudinal axis of the bore than the face which adjoins the seat face toward the portion of the bore having the large diameter a third conical surface formed as a section of a cone having a fourth cone angle which is larger than said second cone angle, and

wherein the second conical surface face ~~adjoining the seat face toward the portion of the bore having the small diameter~~ is adjoined by at least one further face which forms a smaller acute angle with the longitudinal axis of the bore than the face which adjoins the seat face toward the portion of the bore having the small diameter a fourth conical surface formed as a section of a cone having a fifth cone angle which is smaller than said third cone angle.

Claim 9-11. (Canceled)

12. (Withdrawn) The valve in accordance with claim 8, wherein the faces adjoining the seat face are embodied as curved convexly toward the longitudinal axis of the bore.

13. (Withdrawn) The valve in accordance with claim 8, wherein the seat face is machined from the side of the portion of the bore having the large diameter by means of grinding and/or honing and/or metal-cutting.

Claim 14. **(Canceled)**

15. **(Currently amended)** The valve in accordance with claim [[10]] 8, wherein the conical seat face is machined from the side of the portion of the bore having the large diameter by means of grinding and/or honing and/or metal-cutting.

16. **(Withdrawn)** The valve in accordance with claim 12, wherein the seat face is machined from the side of the portion of the bore having the large diameter by means of grinding and/or honing and/or metal-cutting.

17. **(Withdrawn)** The valve in accordance with claim 8, wherein the housing part is hardened, at least in the region of the seat face.

Claim 18. **(Canceled)**

19. **(Currently amended)** The valve in accordance with claim [[10]] 8, wherein the housing part is hardened, at least in the region of the conical seat face.

20. **(Withdrawn)** The valve in accordance with claim 12, wherein the housing part is hardened, at least in the region of the seat face.

21. **(Withdrawn)** The valve in accordance with claim 13, wherein the housing part is hardened, at least in the region of the seat face.

22. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 8.

Claim 23. **(Canceled)**

Claim 24. **(Canceled)**

25. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 12.

26. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet

valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 13.

27. **(Withdrawn)** A high-pressure pump, in particular for a fuel injection system of an internal combustion engine, having a pump housing, in which at least one pump element is disposed that has a pump piston, which is driven in a reciprocating motion by a drive shaft and defines a pump work chamber that can be made to communicate with an inlet via an inlet valve and with an outlet via an outlet valve, the inlet valve and/or the outlet valve is embodied in accordance with claim 17.